LUXURY, SPEED AND SAFETY PROVIDED ON FRISCO'S ST. LOUIS-CHICAGO LINE.

Service Between the Cities Represents the Best of All Things in Railroad Equipment-Cost Has Not Been Considered From the Smallest Detail to the Purch ase of a Locomotive-Even the Window Catches on the Ladies' Coaches Are Out of the Ordi nary and Will Save Mashed Fingers.

PERTINENT POINTS PEGARDING

THE FRISCO'S ST. LOUIS-CHICAGO LINE.

The line is 28 miles long and is double-tracked The Chicago terminus, La Salle Street Station, is in the heart of the business section and on the clevated line.

The road is rock and gravel ballasted and laid with eighty-five-pound ratis. Every bridge and culvert is of steel or concrete.

The trains leave from Union Station at St. Louis and cross the Mississippi fliver over the Merchants' bridge. This route avoids the Eads tunnel and there is not a tunnel on its line.

Eight new high-speed engines have been purchased for the service, coming Forty new coaches have also been bought for this service, costing from .

The coaches are illuminated by electric lights and cooled by electric fans.

Every device conducing to comfort and convenience, no matter what the

Another link of steel binds St. Louis to , Well as a comfortable waiting-room, bar-Chicago. Another spoke has been added the shop and all other conveniences pro-tions the wheel of commerce and another tions.

Probably no other railway achievement of the last few years has offered such opportunities for metaphors as can be used in describing the new St. Louis and Chicago line built by the St. Louis

And, while months asbeet of the terminal of the last few years has affered such opportunities for metaphors as can be used in describing the new St. Lauls and San Francisco Railroad Company.

In a field where there are several formidable competitors, who have had the hencht of long experience as well as the means to profit by their experience, the Prisco has caused to be constructed a line which in many respects offers advantages better than other lines and has at great expense procleid equipment, model of its kind.

The need of a double-tracked system was will seem to the statement of the constitution of the statement of the constitution.

The need of a double-tracked system was will as unusually accessible terminal statem.

It was realized that in a contest with such competitors as have long occupied the St. Louis-Chicago field only the very lest could be med, and to out-lifetod little better than the best was obtained.

As a result every night at Union Station the human megaphene who eries out the trains announces that a 2-65 the Prisco St. Louis-Chicago line, and but small reference has been made of the terminal of the human megaphene who eries out the trains announces that a 2-65 the Prisco St. Louis-Chicago train will depart and will arrive at Chicago at 2.758 a. m. without fail. And, while the circ does not ray so, an investigation will be reveal that if usual intensity and the prisco St. Louis-Chicago into details of the geninal solution of the service of the varieties of the service of the constitution of the terminals. Like as in a well-but of this prevalent at 1.65 the great system have been staying awake nights thinking of things by which the sarely submit and the Example and the prisco St. Louis-Chicago into details of the great system have been staying awake nights thinking of things by which the sarely submit and the prisco St. Louis-Chicago into details of the great system have been staying awake nights thinking of things by which the sarely submit and the prisco St. Louis-Chicago into details o

For many months officials of the great system have been staying awake nights thinking of things by which the safety, comfort and general convenience of the sassengers can be secured, and not until suly 31 was it decided that they were ready for the test of public opinion. In order that the result of their thought and handtwork might be passed upon by competent judges, invitations were issued to citizens of St. Louis known to be familiar with the best in the traveling line to be guests of the Frisco System on the sirat trap of the new train.

To sum up the many expressions into one that tells them all, excryone was amazed at the elegance of the cars and equipment, delighted with the smoothness of the road and repeatedly expressed belief that other lines must look well to their laurels.

In the party were: H. H. Wernse, president of the Merchants' Exchange; J. M. Nichel, August Schlaft, president of the Merchants' Exchange; J. M. Nichel, August Schlaft, president of the Miseouri Trust Company; Conrad Guignon, George H. Tontrup, L. Feickhert, R. Muehlberg, George Vogel, G. A. Gannett, E. S. Lewis, J. F. Coyle, J. H. Windhorst, Henry Burg, L. A. Geserich, Tracy Munson, E. S. Tompkins, H. P. Hubbell, H. W. Klemme, H. T. Williamson, E. W. Hodgkins, C. K. D. Walsh, G. H. Barnes, H. S. Sparks and W. J. Thornton.

The party departed from Union Station at 5:46 p. m., Sunday, July 31, and when far out on the line another train whizzed by carrying a delegation of prominent Chicago to St. Louis over the new line.

As both trains were making speed exhi-

from Chicago to St. Louis over the new line. As both trains were making speed exhibitions at about seventy miles an hour the satutations were necessarily very brief. Arriving at Chicago, and it may be well to state there were no long delays in the yards before the station could be reached—the train gifded into the Lazalle street station, which from many standpoints deserves special mention.

In the first place, it is the most convenient of the many Chicago stations. St. Louis-bound passengers can take the elevated road near the homes in distant parts of the city and disembark at the entrance of the Lazalle street station, the loop of the elevated road passing at the front entrance.

This is an advantage possessed by no other station in Chicago and undoubtedly will be a strong factor in the success of the new line.

Of course, attest our lines innumerable

speed and tonnage. Therefore, the curves were eliminated entirely at any cost, or where impossible, to entirely straighten out, reduced as much as possible in order that high speed could be safely main-tained.

TONNAGE NEEDS

In order that the tonnage requirements ould be met eight five-pound steel rails' were laid on a rock and gravel ballasted track. In addition, the most up-to-date signal system was adopted, and every pro-clion made whereby heavy freights and swift passenger trains could be operated in sofety.

safety.
As a result, 288 miles of magnificent dou-ide track stretch from St. Louis to Chi-sago, over which smoothly and safely lide luxurious passinger trains and thun-dering freights.

grow inturious passinger trains and thun-iering freighte.

Much can be said of what the Frisco system has provided in the way of equip-ment for its St. Louis-Chicago line, and there will still be left much unfold.

In keeping with the importance possi-bilities and perfection of the track con-struction, the management has ordered southment.

struction, the management has ordered equipment.

As a result the train of the St. Leaker Chleago line from the cow-catcher of the engine to the air brake tube croticaling from the end of the rear coach, is not only brand new, but the most finished troduct of the builder's art.

In order that the high speed necessary for this service could be maintained, and exceeded, if necessary, even with the heavy trains used, ongines of great power, yet built on "speed lines," were ordered. Eight of these engines have been put on the service. They are what is known as the Atlantic type and represent an expenditure of \$16,00 each. A technical description of these great locanotives would tell but little to the uninitiated but suffice to say that they are built on the latest model of passenger engines. Each of these engines weight \$5,00 pounds on its

complete and general convenience of the assessagers can be secured, and not until auty 30 was it deeded that they were ready for the test of public opinion.

To profer that the result of their thought and handwork might be passed upon by complete, but established handwork might be passed upon by complete, ludges, nivitations were issued in the result of their thought and handwork might be passed upon by complete, ludges, nivitations were issued in the profession of the read of the result of their thought and handwork might be passed upon by complete that the result of the Prisco System on the irrate trip of the new train.

To simu up the many expressions into one that tells them all, everyone was amazed at the elogance of the cars and requipment, delighted with the smoothness of the road and repeatedly expressed being the best of the Prisco System on the read and repeatedly expressed being the hand of some person engagers of the road and repeatedly expressed being the hand of some person engagers of the road and repeatedly expressed being the hand of some person engagers of the road and repeatedly expressed being the hand of some person engagers. The other persons are the road and repeatedly expressed being the hand of some person engagers of the road and repeatedly expressed being the hand of some person engagers. The persons the road and repeatedly expressed being the hand of some person engagers of the road and repeatedly expressed being the hand of some person engagers of the road and repeatedly expressed being the hand of some person engagers. The persons the road and repeatedly expressed being the hand of some person engagers of the party had an opportunity of seeing all that was to be seen, and nothing was left undone which would conduce to their commence and the repeated of the road and repeatedly expressed being the person of the passengers. The road is track, and as has been stated, absolutely without a tunnel. As soon as this plan was agreed upon the work of construction commenced and person the road

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FIFTY EIGHTH WEDDING ANNIVERSARY

EVENTS OUTLINED

Programme Includes Parade, Mu , sic. Speeches, Drills and Dances of All Nations.

SEPTEMBER 15 IS A HOLIDAY.

General Committee Consists of City Officials and Representatives of Business and Pro-

An outline of the programme for the celebration of St. Louis Day has been pre-pared by the Executive Committee for St. Louis Day at the World's Fair, September

The attractiveness of the programme no doubt will be sufficient to draw a recordbreaking crowd to the Exposition, and as Mayor Wells will declare a holiday, every person will have an opportunity of attend

marshal of the parade, which will be joined in by the regular army and military organizations and most of the civic organizations of the city

OUTLINE OF PROGRAMME. The Executive Committee, which is composed of John Schroer, schairman; C. P. Walbridge, Edward Devoy, E. J. Spencer and W. H. McClain, has agreed on a

9:29 a. m - Accembly of the military

Rock Island

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The simplest food tastes good when one lives in the open air. Hundreds of people are finding this out. They are putting their knowledge to practical use by spending a month or more under

canvas in COLORADO. No saner holiday can be planned.

The climate is ideal; rain falls but seldom, and the conditions as far as surroundings, scenery, etc., are concerned are all that can be

Let us led son more about Colorado - how quickly and easily it is teached if you take the Rock Island System; the hotels, the resorts, and finally, the low rates that are now in effect \$55 for the round trip from St. Louis. Leave this morning: arrive Colorado before noen to-morrow.

W. J. LEAHY.

Ass't General Pass'r Agent, St. Louis.

F. J. DEICKE, Gen'l Agent Pasa'r Dept.,

900 Olive St., St. Louis.

FOR ST. LOUIS DAY

fessional Organizations.

programme for the celebration, the out

Fig. 12. The strategy controlled by region of the strategy of BOY Kans the 3-y